

Home-Grown Cereals Authority,
Hamlyn House,
Highgate Hill,
London N19 5PR.

STATEMENT ISSUED PURSUANT TO THE CORN RETURNS ACT 1882, AS AMENDED, AND THE CORN RETURNS (DELEGATION OF FUNCTIONS) ORDER 1981 (No. 142).

The following are the Quantities Sold and Average Prices of British Corn per tonne of 1000 kilogrammes computed from returns received by the Home-Grown Cereals Authority in the week ended 5th October 1982. They are based on purchases from growers during the week ended 7th October 1982 by merchants carrying on business in prescribed areas in England and Wales.

British Corn	Quantities Sold		Average price per tonne
	tonnes		
Wheat	152,613.4	113.60	
Barley	49,395.5	108.00	
Oats	2,027.6	102.70	
Rye	—	—	
Maize	—	—	

THE TRUNK ROADS
(ROUTE A952) (PETERHEAD)
(PROHIBITION OF WAITING AND LOADING)
ORDER 198

THE Secretary of State gives notice that he proposes to make the above Order revoking The Trunk Roads (Peterhead) (Prohibition of Waiting) Order 1977 and imposing new and amended waiting restrictions as follows:—

No waiting/Loading at any time

The following lengths of the Perth-Dundee-Aberdeen-Inverness Trunk Road (Route A952) at Peterhead:—

1. From a point on the west kerbline of South Road 10 metres south of the south gable of No. 55 Kirk Street northwards for a distance of 44 metres.
2. On the north west side of King Street:—
 - a. from a point on the north kerbline of Kirk Street opposite the east gable of 60 Kirk Street eastwards, north eastwards, westwards and thereafter north eastwards again to a point opposite the entrance to No. 34 King Street, but excluding the mouth of Constitution Street;
 - b. from a point 15 metres south west of the south west kerbline of Hanover Street north eastwards to a point 15 metres north east of the north east kerbline of Hanover Street, but excluding the mouth of Hanover Street;
 - c. from a point 15 metres south west of the south west kerbline of York Street north eastwards to a point 15 metres north east of the north east kerbline of York Street, but excluding the mouth of York Street;
 - d. from a point 15 metres south west of the south west kerbline of St Mary Street north eastwards to a point 15 metres north east of the north east kerbline of St Mary Street, but excluding the mouth of St Mary Street;
 - e. from a point 15 metres south west of the south west kerbline of Prince Street north eastwards to a point 15 metres north east of the north east kerbline of Prince Street, but excluding the mouth of Prince Street;
 - f. from the south west kerbline of Queen Street south westwards for a distance of 15 metres.

3. On the south east side of King Street:—
 - a. from a point opposite the entrance to No. 34 King Street southeastwards by the kerbline for a distance of 62 metres;
 - b. from a point 15 metres south west of the south west kerbline of York Street north eastwards to a point 15 metres north east of the north east kerbline of York Street, but excluding the mouth of York Street;
 - c. from a point 15 metres south west of the south west kerbline of St Mary Street north eastwards to a point 15 metres north east of the north east kerbline of St Mary Street, but excluding the mouth of St Mary Street;
 - d. from a point 15 metres south west of the south west kerbline of Prince Street north eastwards to a point 15 metres north east of the north east kerbline of Prince Street, but excluding the mouth of Prince Street;
 - e. from the south west kerbline of Queen Street south westwards for a distance of 15 metres.
4. On the south west side of Queen Street:—
 - a. from the north west kerbline of King Street north westwards for a distance of 15 metres or thereby;
 - b. from a point 15 metres south east of the south east kerbline of Landale Road north westwards to a point 15 metres north west of the north west kerbline of Landale Road, but excluding the mouth of Landale Road;
 - c. from a point 15 metres south east of the south east kerbline of Station Road north westwards to a point 15 metres north west of the north west kerbline of Station Road, but excluding the mouth of Station Road.
5. On the north side of Queen Street:—
 - a. from the north west kerbline of King Street north westwards for a distance of 15 metres;
 - b. from a point 15 metres south east of the south east kerbline of Victoria Road north westwards to a point 15 metres north west of the north west kerbline of Victoria Road, but excluding the mouth of Victoria Road.
6. From a point on the south kerbline of Kirk Street opposite the entrance to 29 Kirk Street westwards, thereafter south-westwards by the kerbline for a distance of 35 metres.

No waiting at any time

The following lengths of the Perth-Dundee-Aberdeen-Inverness Trunk Road (Route A952) at Peterhead:—

1. On the south west side of Balmoor Terrace from the north west kerbline of Catto Drive north westwards for a distance of 15 metres.
2. On the north east side of Balmoor Terrace from a point 15 metres south east of the south east kerbline of Hay Crescent north westwards to a point 15 metres north west of the north west kerbline of Hay Crescent, but excluding the mouth of Hay Crescent.
3. On the south west side of Balmoor Terrace/Queen Street from the south east kerbline of Catto Drive south eastwards to a point 15 metres north west of the north west kerbline of Station Road.
4. On the north east side of Balmoor Terrace/Queen Street from a point 100 metres south east of the south east kerbline of Hay Crescent south eastwards for a distance of 79 metres or thereby.

Full details are contained in the Order, which together with a copy of the Order being revoked, a plan showing the lengths of road involved and a statement of the Secretary of State's reasons for proposing to make the Order, may be examined during normal office hours at:—

1. Scottish Development Department, New St. Andrew's House, St. James Centre, Edinburgh; and
2. Area Office, 88 King Street, Peterhead.

Any person wishing to object to the proposed Order should send details of the grounds for objection in writing to the Secretary, Scottish Development Department, New St. Andrew's House, St. James Centre, Edinburgh EH1 3SZ quoting the reference RT/TRR/3/G/2 by 16th November 1982.